



# *Transportation Commission*

**April 17, 2019**

**7:00 PM**

**City Council Workroom (City Hall, 2<sup>nd</sup> Floor)**

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the March 20, 2019 Meeting
3. Updates to Receive (Consent)
  - A. WMATA Budget
  - B. WMATA Platform Work
  - C. Seminary Road Complete Streets Project Update
  - D. Potomac Yard Metrorail Station Update
  - E. Residential Parking Permit (RPP) Refresh
  - F. Residential Pay-by-Phone
  - G. Alexandria Repaving Schedule and Processes FY19-FY20
  - H. Alexandria Mobility Plan Update
4. Commission Updates
5. **PUBLIC HEARING:** FY 2020-2029 Budget
6. **PUBLIC HEARING:** Alexandria Transit Vision Plan
7. **ACTION ITEM:** Environmental Action Plan
8. **ACTION ITEM:** I-395 Commuter Choice Grant Application
9. **ACTION ITEM:** FY2020-2025 Six Year Improvement Program – Letter of Project Support to the Commonwealth Transportation Board
10. Other Business

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**Public hearing items are so noted on the agenda.** The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to [transportationcommission@alexandriava.gov](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting.

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*Next Meeting: Wednesday, May 15, 2019 at 7:00 PM in City Council Workroom (City Hall, 2<sup>nd</sup> Floor).*

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**City of Alexandria**  
Transportation Commission

**Regular Meeting**

March 20, 2019  
7:00 p.m.  
Council Workroom

**MINUTES**

**Commissioners Present:** Chairman Stephen Klejst, Vice-Chair Melissa McMahon, Commissioner Alyia Gaskins, Commissioner Bruce Marsh, Commissioner Jake Jakubek, Commissioner Casey Kane, Commissioner Carolyn Schroeder, Councilman John Chapman.

**Staff Present:** Christopher Ziemann - Transportation Planning Division Chief, Christine Mayeur - Transportation Planning Division, Quanice Lawson - Transportation Planning Division, Thomas Hamed – Mobility Services Division, Ashley Labadie – Department of Planning and Zoning, Carrie Beach - Department of Planning and Zoning.

Audio/ Visual presentations are available online:

<https://www.alexandriava.gov/TransportationCommission>

Chairman Stephen Klejst called the Transportation Commission meeting to order at 7:03 pm.

**1. Public Comment Period**

Courtney Roberts, an Alexandria Resident, made a public comment about the Shared Mobility Device Pilot Program also referred to as the Dockless scooter program. Roberts provided a letter to the commission that expressed concern for the safety of riders, non-riders and animals. Commission asked staff for an interim data report on the Pilot Program in June 2019.

**2. January Meeting Minutes**

Commissioner Kane made a motion to approve minutes as presented. Motion carried.

**3. Updates to Receive (Consent Items)**

The Commission received written updates about the following:

- A. Complete Streets and repaving
- B. Dockless Devices
- C. Legislative Update
- D. Council Work Session
- E. Alexandria Mobility Plan Update

#### 4. Commissioner Updates

**Chairman Klejst:** The Metrorail Shutdown is now titled the Platform Improvement Project. DASH acquired a large number of new buses to assist with the shuttle service. Martin Barna, Director of Planning at DASH presented a draft of the FY2020 Transit Development Plan (TDP). A public hearing will be held at the Alexandria Transit Company (ATC) Board Meeting on April 10 and final adoption is scheduled for May or June.

**Vice Chair McMahon:** The Alexandria Transit Vision Study held its second round of engagement, which included workshops, pop-up events, and online feedback in February & March 2019. The next ATC Board Meeting is scheduled for April 10, 2019 at City Hall at 5:30pm. Please visit their [website](#) for more information.

**Commissioner Kane:** The Traffic and Parking Board discussed parking and approved the installation of No Turn Restrictions at the Porto Vecchio Driveway and Washington Street. Traffic and Parking Board will hold its next meeting on March 25, 2019. In addition to other requests, the board will discuss WMATA's request to modify Washington Street, East Abingdon Drive and West Abingdon Drive high occupancy vehicle (HOV) lane restrictions from HOV-2 to HOV-3 as well as extend the HOV time restrictions by two hours on each street.

**Commissioner Marsh:** The Potomac Yard Metrorail Implementation Work Group (PYMIG) held a meeting on Monday March 18, 2019. The group discussed three Southwest entrance design ideas and how to determine the final design based on input, refined matrix criteria and initial and final discussions. Contractors will begin the permitting process soon. They expect to have approval and permits obtained in Summer 2019. The next PYMIG meeting is scheduled for April 22, 2019 at Charles Houston Recreation Center at 7pm.

**Commissioner Schroeder:** The Eco-City Summit was held on March 9, 2019 at Francis C. Hammond Middle School at 9:30am - 12:30pm. The Environmental Action Plan draft will be released to the public in early April 2019 for public comments. The Environmental Policy Commission will hold a Work Session on April 1, 2019. The City will host an Earth Day Event on April 27, 2019 at Lenny Memorial Fields at Braddock Park at 10am-2pm.

#### 5. Vision Zero Update – TES and APD

Christine Mayeur, Complete Streets Program Manager, provided an update on City-Wide Crash Data for the [Vision Zero Program](#). In support of the guiding principles and strategies, the [Vision Zero Action Plan](#) sets out to eliminate all traffic-related serious injuries and fatalities by 2028. The City is able to [share updated data](#) related to police-reported crashes, however there is not yet have enough data to fully demonstrate the effect of Vision Zero efforts.

Year	City-wide Crash Data (2016-2018)				
	Total # of Crashes	# of Fatalities*	# of Crashes with Injuries	# of bicycle-involved crashes	# of pedestrian-involved crashes
2016	1295	4	236	18	69
2017	1106	3	258	19	62
2018	1141	5	356	22	61
Total (2016-2018)	3542	12	850	59	192

\*Note: 2018 data is considered preliminary until a final dataset is approved in March 2019

With the finalization of the 2018 crash data, a more detailed annual report will be published in late April 2019. TES has implemented dozens of safety improvements with more programmed in 2019. Because 2018 is

the first year of implementation of the Vision Zero initiative, there is not yet enough data to make determinations about the effectiveness of the Vision Zero program. However, TES' goal is to have data by 2021 that shows the improvement in safety and a reduction in crashes and crash severity. Mayeur also spoke to the legislative activity relevant to the Vision Zero Program.

Commissioner Kane asked about the electronic ticketing pilot program. May stated that the pilot program will begin the summer of 2019 by iPhone. In response to questions about rising crash statistics, staff explained that the Vision Zero initiatives have not had adequate time to benefit the data results. APD stated that their biggest challenge is distracted driving and mentioned that the Hands-Free driving bill was not approved in 2019 legislative session. Commissioner Kane asked staff if they plan to do another speed reduction. Staff confirmed. Commissioner Gaskins asked staff how they plan to change their public outreach strategies to reach the underrepresented communities. Mayeur stated that the City has a communications consultant on board and that reaching out to underrepresented communities is a priority. Commissioner Jakubek asked Mayeur what some of the biggest challenges are in implementing Vision Zero Action Plan initiatives. Mayeur stated that staffing was currently the biggest challenge. In response to Commissioner Schroeder, Mayeur explained her involvement in the City's Defensive Driving courses and a plan to develop a public outreach campaign with safety components in Summer 2019.

#### **6. Landmark Mall Redevelopment**

Ashley Labadie, Planning and Zoning, presented an update on the [Landmark Mall Redevelopment plan](#) for the Commission's consideration and endorsement. In November 2018, Planning and Zoning initiated an effort to update the 2009 Landmark/Van Dorn Corridor Plan ([2009 Plan](#)) with a new chapter reflecting recommendations for the 51-acre Landmark Mall site, bound by Duke Street, N. Van Dorn Street and I-395. The timing of this effort is closely tied to the current owners' readiness to redevelop the property. The Howard Hughes Corporation now owns two-thirds of the site and is coordinating with Seritage, the owner of the Sears property. The Plan update is intended to address land use and market shifts that have occurred since 2009 as well as to reflect key updates to current City policy, specifically those in the Complete Streets Guidelines and Vision Zero Policy. Community engagement for this process began in November 2018 and has included two community meetings, an open-house and a five-hour community workshop.

The mobility recommendations at this stage have been reviewed and refined through community input over the course of the planning process and build upon the recommendations included in the 2009 Plan. In particular, many members of the community expressed support for increased connectivity and safety for all users, specifically for those walking and biking, with significant enhancements recommended for Duke and Van Dorn Streets. The community also supported a framework plan that features improved access into the site, improved connectivity to the Holmes Run Trail, enhanced bicycle facilities, and an urban transit hub serving residents, employees, and city visitors.

Vice-Chair McMahon asked about the Holmes Run trail connections and how the City's plans to incorporate shared use paths for riders going different directions. Staff will share feedback at the next workgroup meeting. Commissioner Kane asked if the plan will designate the streets as public or private, and suggested that staff consider adding language in the plan to capture infrastructure easement priorities. Staff stated that final determination of the street will be made during the CDD process. Commissioner Schroeder expressed concerns about the impact to traffic along the I-395 ramp. Staff stated that their objective is to explore feasibility of the best options. Commissioner Gaskins expressed concerns about the language in the plan to "pursue" as opposed to "explore" recommended options. Commissioner Marsh suggested adding a ramp for limited vehicle use such as buses and emergency personnel.

Commissioner Jakubek made a motion to endorse the proposed mobility recommendation of Landmark Mall amendment to Landmark/Van Dorn Street area plan as consistent with the Transportation Master Plan. Motion carried.

**7. WMATA Summer Shutdown**

Thomas Hamed, Transportation Demand Manager, updated the Commission on the [WMATA Platform Improvement Program](#) (a.k.a. the 2019 Summer Shutdown). In May 2018, the Washington Metropolitan Area Transportation Authority (WMATA) announced closure of all Metrorail stations south of Ronald Reagan Washington National Airport between May 25th and September 2nd of this year. This closure affects all stations in the City (Braddock Rd, King St-Old Town, Eisenhower Ave and Van Dorn), as well as Huntington and Franconia-Springfield in Fairfax County. WMATA is closing these stations to rebuild the platforms, some of which have major structural issues.

The City supports WMATA's decision to close these stations for this work, as the maintenance is needed to prevent safety hazards and improve the customer experience. At the same time, both WMATA and the City expect temporary disruption to travel patterns. WMATA estimates that there are 17,000 boardings per day at these six stations. Both WMATA and the City are working together and planning ways to move current Metrorail riders effectively with as minimal disruption as possible. The City has developed a plan to use four major pillars to focus on during the improvement project. More specifically, [various WMATA shuttles and City/DASH mitigation services](#) will provide enhanced service and the [City along with WMATA and DASH will advertise and promote alternative transportation options](#). The City submitted a proposed budget to the Virginia Department of Rail and Public Transportation (DRPT) on February 15. DRPT may reimburse up to 80 percent of these mitigation costs. Elements of the final plan will be determined after a better understanding of the fiscal impact and reimbursement rates are provided by DRPT.

Councilman Chapman asked staff to consider parking capabilities for ferry riders. Vice-Chair McMahon asked about signage at the airports and shuttle bus bays. Staff reaffirmed there will be WMATA personnel and city staff designated in several Metrorail areas throughout the city. Commissioner Gaskins asked if the staff will be designated at locations throughout the affected area for the entire duration of the project. Staff confirmed. Commissioner Marsh expressed concern with the substantial demand for bus drivers and asked if the shuttle bus drivers will be trained on their designated routes. Staff stated that WMATA will enlist Metrobus drivers to assist in this effort and continues to recruit qualified drivers. Chairman Klejst stated that DASH will recruit drivers for the summer and has a driver qualification program. Councilman Chapman suggested staff initiate a public outreach opportunity prior to presenting to City Council on March 26, 2019. Chapman also suggested staff engage in employer outreach options to promote telework alternatives. Staff is currently working on multiple employer outreach initiatives. Commissioner Gaskins asked staff to consider initiating a way to inform residents of alternative shuttle options available to them. Staff is working on many public outreach methods. Commissioner Kane asked how Fairfax County plans to help the City's mitigation efforts. Staff stated that Fairfax County plans to enhance Fairfax Connector service to route buses to open Metrorail stations and also promote rideshare options.

**8. FY2020 -FY2029 Proposed City Budget**

Christopher Ziemann, Transportation Planning Division Chief, provided an overview of the transportation highlights of the proposed FY2020-FY2029 City budget. On February 19, City Manager Mark Jinks presented the budget to the Alexandria City Council and the entire document is posted to the City website [here](#).

The City Manager's proposed FY2020-FY2029 Capital Improvement Program (CIP) totals \$1.617 billion, which represents a \$575 million decrease from the approved FY2019 – FY2028 CIP. The proposed CIP maintains the reserved 2.2 cents on the base real estate tax rate for the continuation of the City's Transportation Improvement Program (TIP) approved by City Council beginning in FY2012 to support capital infrastructure needs and new operating costs associated with new transportation capital projects. The FY2020-FY2029 CIP Budget represents a continued commitment and investment to several areas of critical City infrastructure, including increased investments in school facilities, maintenance of existing City assets and facilities, and substantial investment in the City's combined sewer outfalls (CSO's) to meet State and Federal water quality mandates.



Vice-Chair McMahon asked if the city has done an assessment of the city fleet demands to determine reduction necessities. Councilman Chapman replied that the City did an assessment to potentially combine fleet vehicles with the Alexandria Police Department, but he has not heard the results. Commissioner Kane asked if the city would consider a smaller fire engine fleet, and if Dominion will replace street lights with LED bulbs. Councilman Chapman confirmed that Dominion would replace these. Kane asked if the new 311 CRM system will incorporate a feedback mechanism to residents. Staff confirmed.

**9. Interstate 395 Commuter Choice Grant**

Christopher Ziemann, Division Chief, T&ES Transportation Planning, provided an introduction to the [I-395 Commuter Choice](#) Grant application process. As part of the agreement for the High Occupancy Toll (HOT) lanes on I-395/95, the operator, Transurban, is required to provide grant funding for the Commuter Choice Program in support of projects that maximize person throughput and implement multimodal improvements. Tolls provide the revenue necessary to fund new projects well into the future. These projects are specifically designed to benefit toll payers. The Northern Virginia Transportation Commission (NVTC), OmniRide/PRTC (Potomac/Rappahannock Transportation Commission), The Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT) and the Commonwealth signed a Memorandum of Agreement (MOA) that will provide a minimum of \$15 million annually to fund transit related improvements in the I-395/95 corridor as early as 2019. A second MOA, approved by the two transportation commissions in January, will guide NVTC's administration of the I-395/95 Commuter Choice program. All jurisdictions and transit agencies within these two transportation commissions, are eligible to apply (including Alexandria and DASH). Types of eligible projects include: new or enhanced local bus service, new or enhanced commuter bus service, park and ride lot(s) and access, roadway improvements (corridor management & Intelligent Transportation Systems (ITS), transportation system management (TSM)/ transportation demand management (TDM) , vanpooling/carpooling projects. Projects will be rated on the following scale: technical merit (i.e. expected ability of the project to address some or all of the I-395/95 Improvement Goals) cost effectiveness (i.e. the impact created per million dollars of toll revenue investment) applicant preference (i.e. how the project ranks in priority or preference among the other projects submitted by each specific applicant), toll day one ready (i.e. points to be assigned based on readiness on or shortly after Toll Day one). This last criterion is only applicable for the first round of applications. Toll Day One is currently expected on or around October 30, 2019.

Commissioner Kane asked if there were any opportunities to initiate trail or roadway improvements with this grant. Staff stated that this grant's priorities are focused on transporting large number of riders and that projects needed to start by Toll Day One.

**10. Annual Work Plan and Draft FY2020 Interdepartmental Long-Range Work Plan (ILRPWP)**

Christopher Ziemann, Division Chief, T&ES Transportation Planning provided the commission the annual work plan and the Draft FY2020 Interdepartmental Long-Range Work Plan. During CY 2019, staff will provide information on planning studies, transportation programs, regional significance projects and other funding considerations that will be presented to the Commission throughout the year. Beginning in Fall 2018, transportation staff begun to review and provide input on the development of the FY 2020 ILRPWP. These are provided as attachments 2 and 3. The objective of this work program is to prepare the City for future changes in land use, transportation technology and other relevant issues. The goal is to align the City's activities, plans and programs with current relevant policies and set priorities for staff. The development of the FY 2020 ILRPWP is based on improving Alexandrian's quality of life based in economic, social and environmental sustainability, affordable housing and over all, managing City's resources effectively and efficiently. The priorities for the FY 2020 ILRPWP are: (i) Land Use, (ii) Transportation and Sustainability, (iii) Housing, and (iv) Open space. In Fall 2018, the City conducted community outreach activities to inform of these priorities. During January and February, staff provided updates to the various boards and commissions. In March 2019, staff will continue to coordinate internally to develop the final version of the FY 2020 ILRPWP, and in May 2019, staff will seek final endorsement and approval.

**Other business**

Commissioner Gaskins asked for clarification on the process to initiate a proposal to add additional staff to Complete Streets Program. Chairman Klejst stated that a request to discuss a proposal can be made via email to staff, the Chair and Vice-Chair of the Commission.

**Adjournment**

At 9:49 pm, The Transportation Commission adjourned.

DRAFT

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: APRIL 17, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM # 3 – ITEMS FOR CONSENT

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**ISSUE:** Staff update to Transportation Commission on various ongoing projects.

**RECOMMENDATION:** That the Commission receive the items for consent.

### **A. WMATA Budget**

On March 28, the Washington Metropolitan Area Transportation Authority (WMATA) Board of Directors [adopted of the FY2020 Operating budget, the FY2020-2025 CIP and Strategic Plan](#). The FY2020 Budget totals \$3.5 billion, including \$2.0 billion of operating expenses and \$1.5 billion in capital program spending in FY2020. The final budget includes extending the Yellow Line to Greenbelt to double rush-hour service at nine stations, running all Red Line trains to Glenmont to double service at an additional three stations and enhancing the value of Metro unlimited bus and rail passes. These customer service improvements are in addition to the “Rush Hour Promise” for unscheduled delays of 10 minutes or more and other initiatives like automatic train operation to give customers a smoother and more reliable ride.

The FY2020 Base Budget has no fare increases and includes new initiatives to grow ridership and revenue with extensions of Yellow and Red Lines as well as pass product changes. The recommended FY2020 Capital Budget of \$1.5 billion and six-year capital plan of \$9.2 billion include investment in ongoing projects, prioritized system preservation and renewal needs from the [Capital Needs Inventory](#).

Alexandria’s operating subsidy will be approximately \$48 million, and the capital subsidy will total approximately \$12 million. In addition, the City will contribute to Virginia’s portion of the dedicated funding approximately \$4 million.

### **B. WMATA Platform Work**

In May 2018, the Washington Metropolitan Area Transportation Authority (WMATA) announced closure of all Metrorail stations south of Ronald Reagan Washington National



Airport between May 25<sup>th</sup> and September 2<sup>nd</sup> of [this year to rebuild the platforms](#), some of which have major structural issues. This closure affects all stations in the City (Braddock Rd., King St-Old Town, Eisenhower Ave. and Van Dorn), as well as Huntington and Franconia-Springfield Stations in Fairfax County.

Given the impacts of the Metrorail station closure, both the [City](#) and WMATA have developed plans to move people in and out of the City. The plan discusses the following elements:

**Five Free WMATA Shuttles, and One Free Potential DASH Shuttle** – WMATA will deliver five free shuttles during the shutdown. [Map and routing information are found online](#). Two of these shuttles will be express services between the end of the Yellow and Blue lines and the Pentagon. Two lines will serve Alexandria Metrorail stations, and the remaining shuttles will run express between Landmark Mall and the Pentagon.

**Traffic Mitigation** – The City has highlighted a series of traffic mitigation strategies that can help shuttle buses and other traffic move throughout the City. Changes are as follows:

- HOV lane changes along Washington St.
- Signal timing and staffing of the traffic operations center

**Transportation Alternatives and other Incentives** – The City has developed several Transportation Demand Management (TDM) incentives, including the following:

- **Vanpool Incentives** – The City will offer up to \$200/month for *new* vanpool riders leaving from or coming to the City.
- **Park and Ride Lot at Landmark Mall** – The City is leasing space for up to 200 parking spaces at Landmark Mall. This is to create a “park and ride” where commuters can park, join a larger carpool, then take the HOV/HOT lanes along I-395.
- **Potomac Riverboat Company’s Water Taxi** – The Potomac Riverboat Company (PRC) is increasing runs of its Water Taxi service at its own cost. At present, they are planning up to four runs in the morning from Old Town Alexandria to the District Wharf.
- **Other private contributors** – While not City supported, several private entities are scaling up their operations in Alexandria during this period. Waze Carpool is currently in soft launch, and Via aims to introduce service by May 25.

**Active Commuting** – The City is promoting active commuting in a number of different ways including additional wayfinding for bicycle commuters, expanded bike corrals, rebalancing for Capital Bikeshare, and bike education courses.

**Advertising Campaigns** – The City has also invested in an awareness campaign, placing ads in the Alexandria Times and Gazette, as well as on social media. The City is launching a second campaign that outlines the mitigation plan.

### **C. Seminary Road Complete Streets Project Update**

The [Seminary Road Complete Streets Project](#) is in the conceptual design phase. On March 25, 2019 from 7:00 – 9:00 pm, the City held a public meeting at St. Stephen's and St. Agnes Upper School on St. Stephens Road. Staff showed the three design alternatives during an open house style meeting and a presentation with questions and answers after the presentation. Over 150 people attended the event. Materials including the informational boards, an FAQ document, a narrated presentation, and survey to gain feedback were posted on the project web page following that meeting. The comment period for this phase closed on April 10<sup>th</sup>. Staff is also available - as schedules permit - to meet with groups of the public to discuss the options and answer questions until the next public meeting occurs.

Staff is working to summarize input and will post a comment summary to the website. Staff will then work internally to determine a recommended alternative. This alternative will be presented to the community at a meeting in mid-May as well as posted online with a two-week comment period to follow. Comments will then be summarized and posted on the webpage.

If the recommended alternative involves substantial changes to traffic operations on Seminary Road, staff will present the alternative to the Traffic and Parking Board at its June meeting for approval. The roadway is scheduled to be repaved in September of 2019, and following the repaving, the recommendation will be implemented.

### **D. Potomac Yard Metrorail Station Update**

The City and WMATA are currently working on design changes to accommodate the southwest entry, based on additional funding from the state as part of the Amazon package. The City is working with the State to secure the funding through various grant sources. In the meantime, WMATA is moving forward with the current approved design, but will seek a Development Special Use Permit (DSUP) amendment in summer 2019 to refine the design to add the southwest entry. The station is on schedule to begin operation in early 2022. The Potomac Yard Metrorail Implementation Work Group (PYMIG) met on March 18, and an update was provided by the contractor on the work anticipated this year, including permits, design, construction staging, and the placing of fill for the station. In addition, an update was given on the alternatives being considered for an enhanced southwest entry. This spring, WMATA will advance the engineering for the alternatives to allow for independent cost estimates and impacts to the schedule. The alternatives will be evaluated using a number of criteria, such as cost, schedule risks, distance traveled, impacts to the community, travel experience, and sense of arrival. The PYMIG provided feedback on the criteria, and the updated criteria will be discussed at the next PYMIG meeting scheduled for April 22. More information is available at <https://www.alexandriava.gov/PotomacMetroWorkGroup>

### **E. Resident Parking Permit (RPP) Refresh**

The City is currently in the process of reviewing and updating the residential permit parking (RPP) program under the [RPP Refresh project](#). This program is established in the City Code

in the late 1970s but has not been comprehensively reviewed since it was created. The objectives of the RPP *Refresh* project are to update the program to (1) better address current residential parking issues, (2) improve the city's ability to proactively manage parking, and (3) be easy to understand, enforce, and administer.

Earlier this year, staff issued a questionnaire to get feedback on the top issues to address as part of this project. Based on over 800 responses, the top three issues were (1) Posted Restrictions, (2) Permit Fees and Limits, and (3) Process. In addition, consideration of a staff-initiated process to proactively designate streets in the RPP program before they meet the requirements, is also included in this project since the City Council directed staff to explore such a process as part of the Parking Work Plan. Staff has been meeting with a subcommittee of the Traffic and Parking Board to discuss these issues. These meetings are open to the public.

Another questionnaire was issued in April to gather feedback on specific options related to these issues. The results of this questionnaire will be discussed at the April 22<sup>nd</sup> subcommittee meeting. The subcommittee will be making a recommendation to the full Traffic and Parking Board this spring/early summer, who will forward a recommendation for consideration by the City Council in early fall. More details about the project can be found at [www.alexandriava.gov/ParkingStudies](http://www.alexandriava.gov/ParkingStudies).

#### **F. Residential Pay-by-Phone**

On March 16, City Council approved an ordinance to make the [Residential Pay by Phone Pilot Program](#) a permanent program within the Special Parking District Area (blocks east of Washington Street to the Potomac River, between Princess Street and Wolfe Street). The program allows hourly fees to be charged for on-street parking on residential streets to parkers without a residential parking permit for the appropriate district. Parkers were previously allowed to park for free for two hours in these zones.

New blocks can be added to the program through a resident-initiated petition process. In order to be eligible for the program, a block must have meters, be adjacent to a metered block, or be adjacent to an approved residential pay by phone block. In addition, the block must already have residential permit parking signage posted (e.g. timed restrictions noting District 1 or 2 vehicles are exempt).

Parkers without a district permit who choose to park on the block can use the City's pay-by-phone app, ParkMobile, call the ParkMobile toll-free, or purchase a receipt from a meter on an adjacent block.

City staff are continuing to explore recommendations on pay station placement within the program area, alternative payment method options, and program signage based on direction from City Council. Recommendations on these items will go before the Traffic and Parking Board at a public hearing on Monday, April 22.

#### **G. Alexandria Repaving Schedule and Processes FY19-FY20**

The City of Alexandria maintains and manages more than 560 lane miles of paved streets to ensure the safe and efficient movement of people, goods, and access to services. The City's FY 2019 CIP includes \$5.26 million in funding for the reconstruction and resurfacing of City streets.

In March, T&ES welcomed Contractor Dynatest to the City to start the assessment and evaluation of the streets, alleys, trails, and parking lots that are maintained by the City. This assessment will result in a new PCI score for City streets and will be used to develop the paving schedule in the coming years. This evaluation is performed every three years, with previous evaluations occurring in 2010, 2013, and 2016.

The FY 2019 paving season started last summer and will continue in April as the contractor continues working through the current list of streets to be paved. Currently approximately 75% of the streets on the FY19 schedule have been resurfaced. Concrete work (i.e. sidewalk repairs, curb ramps) has started on the streets identified in the FY 2020 paving schedule and the paving of those streets will occur later in the summer. The current paving schedule and the two week look ahead are available on our website at [www.alexandriava.gov/publicworks](http://www.alexandriava.gov/publicworks).

#### **H. Alexandria Mobility Plan – Transportation Master Plan Update**

Staff is holding the second meeting of the Advisory Committee for the Alexandria Mobility Plan on April 17. The purpose of the meeting was to introduce the new project manager, provide a status update on the plan, and discuss background material that will be important to the development of the plan. Phase I of the plan, which will include an update to the Streets chapter, an expansion of the Transportation Demand Management section into a standalone chapter, and a framework for a new chapter on Smart Mobility is anticipated to be complete by the summer of 2020. Phase II of the Plan will include an update to the Transit chapter, a Parking and Curbside Management chapter, and a complete Smart Mobility chapter.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: APRIL 17, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM #5 –PROPOSED BUDGET FY 2020 – FY 2029

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**ISSUE:** Provide an overview of the proposed FY 2020 - FY 2029 transportation budget.

**RECOMMENDATION:** That the Transportation Commission hold a public hearing, and review and provide final comment on the proposed FY 2020 – FY 2029 transportation budget.

**BACKGROUND:** Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed, programming funding for major capital projects in the City. Funding for the CIP comes from the City's general fund, grants and other non-City sources of funding including developer contributions.

On February 19, City Manager Mark Jinks presented Alexandria City Council and the entire document is posted to the City [website here](#). The FY 2020 - FY 2029 Transportation and Transit Summary is in Attachment 1 and is also posted to the City [website here](#). The strategic focus of the budget and CIP include:

- A Smart City
- A Green City
- An Equitable City
- The Economy
- Workforce Investments
- Capital Investments

The City Manager Proposed FY 2020 – FY 2029 Capital Improvement Program (CIP) totals \$1.617 billion, which represents a \$575 million decrease from the Approved FY 2019 – FY 2028 CIP. The Proposed CIP maintains the reserved 2.2 cents on the base real estate tax rate for the continuation of the City's Transportation Improvement Program (TIP) approved by City Council beginning in FY 2012 to support capital infrastructure needs and new operating costs associated with new transportation capital projects.

The City Manager Proposed FY 2020 – FY 2029 CIP represents a continued commitment and investment to several areas of critical City infrastructure, including increased investments in school facilities, maintenance of existing City assets and facilities, and substantial investment in the City’s combined sewer outfalls (CSO’s) to meet State and Federal water quality mandates.

### **PROPOSED FY 2020 – FY 2029 Budget Highlights**

#### **Transportation-Related Highlights**

- 311 Implementation in mid FY 2020 with expanded hours, capabilities and staffing
- Continued implementation of municipal fiber and integrating with Smart Mobility traffic signal system
- Variable rate pricing for on-street parking capability
- Use of license plate readers for improved delinquent tax and parking ticket collection
- E-citation capability for Police officer-written moving violation tickets
- The City will further “green” its vehicle fleet with more hybrid and EV’s
- \$3.5 million for clean diesel buses
- All City street lights will be converted to LED over the next two years

#### **Highlights from the Transportation and Transit Operating Budgets** Full Transportation Operating Budget in Attachment 1, or [found here](#)).

- WMATA operating subsidy increased by 27% (\$15.7 million in FY 2019, \$20.0 million in FY 2020)
- Implement Vision Zero
- T&ES’s operating budget maintained \$100,000 to expand educational efforts and data collection
- Maintained \$375,000 increase in Complete Streets CIP for Vision Zero implementation
- \$.9 million in additional support for Complete Streets projects in FY 2020 and 2021

#### **Major Transportation Capital Improvement Program Expenses (\$46.9 million FY 2020 Capital Year Budget)** (Full transportation and transit CIP in Attachment 2, or [found here](#)).

- \$9.7 million to support the WMATA Capital Improvement Program.
- \$5.5 million for Street Reconstruction and Resurfacing.
- \$3.5 million for Dash Bus Clean Diesel Fleet Replacements
- \$12 million to begin the Duke Street BRT Environmental and Design work
- \$1.2 million for Transit Signal Priority



# City of Alexandria, Virginia

## MEMORANDUM

DATE: APRIL 17, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM # 6 – ALEXANDRIA TRANSIT VISION PLAN

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**ISSUE:** Consideration of staff summary and public comment on the Alexandria Transit Vision (ATV) Plan and two draft bus network redesign concepts.

**RECOMMENDATION:** That the Transportation Commission receive the update on the ATV Plan, hold a public hearing and take under consideration any feedback received from the public hearing, and be prepared to provide a recommendation on the “Ridership vs. Coverage” balance percentage at the next Transportation Commission meeting on May 15<sup>th</sup>.

**BACKGROUND:** The Alexandria Transit Vision (ATV) Plan is a joint effort by DASH and the City of Alexandria to redesign the Alexandria bus network from scratch based on current/future transit demand and community transit priorities. The plan is anticipated to be completed in winter 2019.

A joint Transportation Commission / Alexandria Transit Company (ATC) Board meeting was held on February 13, 2019 to provide an overview of the project and discuss two draft transit network concepts, including a “Ridership” concept, and a “Coverage” concept. These two distinct concepts illustrate two different approaches for future network design, and represent different points on the transit network design spectrum between “Ridership” and “Coverage” goals. “Ridership”-oriented service seeks to maximize ridership, increase farebox revenues and reduce subsidies, reduce congestion and promote sustainability by allocating more service to high-density, transit-friendly corridors. “Coverage” -oriented service provides geographic coverage to wider areas so that people in more areas have access to at least some bus service, but the service is often infrequent and less productive.

DASH and City staff are currently conducting the second round of ATV public engagement to receive input on the two concepts.

**DISCUSSION:** Over the winter, City and DASH staff have conducted an extensive civic engagement campaign to present the two network options and receive feedback. This outreach included:

- Three public workshops (March 5, 6, 7)
- One stakeholder workshop (Feb 26) with several dozen community representatives
- Leadership briefings with Council, ATC Board and Transportation Commission
- 12 “Pop-Up” Events at various locations throughout the City
- Meetings with various civic / community groups, commissions, and associations, including those representing underrepresented groups such as seniors, persons with disabilities, minorities and persons with low incomes.
- Meeting with DASH bus drivers
- Online Survey (MetroQuest) and hard copy version, both available in both English / Spanish

The stakeholder workshop resulted in the following highlights:

- 81% support additional service, even if it meant paying for it in taxes or fees
- 73% prefer the ridership concept and 14% prefer the coverage concept
- 50% strongly prefer the ridership concept
- The top 3 priorities for stakeholders during the meeting polling were:
  - More frequency on weekday midday and evenings
  - More frequency on weekday peak times
  - More frequency on weekends

Approximately 1,200 persons filled out either the Online MetroQuest survey or hard copy survey. The survey results showed the following:

- 91% showed support for increased investment in transit
- The transit priorities that were most heavily supported by respondents include the following in priority order.
  - Buses come more often
  - Consistent routes all day
  - More weekend service
- Other general themes that were identified:
  - There is concern for the removal and/or re-alignment of specific routes, including those around North Ridge and Parkfairfax.
  - There is strong support for increased frequency at all times of days.
  - Respondents want to see buses running full.
  - There is support for increased spending if it results in the reduction of traffic and/or of single occupancy vehicles. This was generally mentioned in combination with the desire for dedicated bus lanes which increase transit speed.
  - While generally supportive of increased spending, respondents have mixed opinions of the source of the money (fares, taxes, or other city budgets).

The ATV Plan will involve one more round of civic engagement in the fall of 2019 to ensure that concerns and ideas of the Alexandria community are heard, recognized and incorporated into the development of a future transit network

Over the next two months, the ATC Board of Directors and the City’s Transportation Commission will be providing specific guidance to DASH and City staff on the design parameters and investment levels for the final draft network for the Alexandria Transit Vision Plan (ATV).

### **Process, Timeline and Next Steps**

DASH and City staff have developed the following process and schedule.

	<b>Docket Item</b>	<b>Transportation Commission</b>	<b>ATC Board of Directors</b>
<b>Second Round of ATV Outreach</b>	Review/Adoption of Formal ATV Decision-Making Process	-	April 10, 2019 <b>(Action Item)</b>
	Project Update, Outreach Summary & Public Hearing	April 17, 2019	May 8, 2019
	Recommendation/Adoption of Final Network Parameters	May 15, 2019 <b>(Action Item)</b>	June 12, 2019 <b>(Action Item – CRITICAL DECISION POINT)</b>
<b>Final Round of ATV Outreach</b>	Joint Work Session for Final ATV Draft Network	Sept/Oct 2019	Sept/Oct 2019
	Public Hearing for Final ATV Draft Network	Oct/Nov 2019	November 2019 <b>(CRITICAL DECISION POINT)</b>
	Final Recommendation/Adoption of ATV Final Network	Nov/Dec 2019 <b>(Action Item)</b>	December 2019 <b>(Action Item)</b>

The questions that will be formally posed to the Transportation Commission (May 15) and ATC Board of Directors (June 12) include the following:

1. What is the appropriate balance between the “Ridership” and “Coverage” concepts for the future Alexandria bus network?

2. What is the appropriate level of investment for the final Alexandria Transit Vision Plan?
3. What is the appropriate level of investment for the Short-Term Implementation Plan for the Alexandria Transit Vision Plan?

For the “Ridership vs. Coverage” question, the ATC Board of Directors has the final decision-making authority since the question directly relates to bus service levels and bus network design. The Transportation Commission will be asked to provide a recommendation for this question at its May 15, 2019 meeting prior to the ATC Board meeting where this question will be finalized. DASH and City staff will also provide staff guidance on this question to both bodies, which will be based on feedback received from the community and professional judgment.

For the two questions relating to level of investment, the Transportation Commission and ATC Board of Directors will both be asked to approve recommendations for specific service level increases. DASH and City staff will also provide guidance on these questions, which may help inform the final recommendations. The ultimate discretion over decisions relating to future operations funding, however, will be determined by City Council through their annual budget process.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: APRIL 17, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM #7 – TRANSPORTATION CHAPTER OF THE  
ENVIRONMENTAL ACTION PLAN

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**ISSUE:** Consideration of the Transportation Chapter of the draft Environmental Action Plan 2050 (EAP), which is open for public comment through April 27, 2019.

**RECOMMENDATION:** Transportation Commission endorses the Transportation Chapter of the EAP.

**BACKGROUND:**

The City is collaborating with the Environmental Policy Commission (EPC) and the public to develop an update to the Environmental Action Plan 2040, which is the City's comprehensive blueprint for creating a thriving, sustainable community. In June 2009, the City adopted the EAP 2030, which aimed at achieving the vision and principles outlined in the City's Eco-City Charter and ensuring the City continues to move toward environmental sustainability.

The EAP update process worked in two phases. Phase One was adopted by City Council on Saturday, October 13, 2018, for short-term (FY2019 - FY2023) actions in five focus areas: (1) Energy, (2) Climate Change, (3) Green Building, (4) Land Use and Open Space, and (5) Solid Waste.

Phase Two will incorporate Phase One and expand to include short-term action items for the remaining five focus areas - (6) Transportation, (7) Air Quality, (8) Water Resources, (9) Environment & Health, and (10) Implementation, Outreach, & Education - as well as propose mid-term (FY2024 - FY2028) and long-term (FY2029 on) action for all ten topic areas.

City Council will consider adoption of the Environmental Action Plan 2040 (EAP 2040) on June 15, 2019. A draft of EAP 2040 is available for public comment through April 27, 2019 on the [Eco-City web page](#).

EAP 2040 reflects progress made since the 2009 EAP 2030 and changes in the City, safety, technology, and climate change issues. The Transportation section of the plan is consistent with the vision of the 2008 Transportation Master Plan and recent initiatives including the Complete Streets Program, Vision Zero, and the Bicycle and Pedestrian Master Plan.

The Transportation Chapter includes the following elements (Note that some cost estimates were not available at the time of release of the draft):

## 7.1 Prioritizing Low-carbon Mobility Options

**Goal** Aggressively promote vibrant, human-scale city streets that prioritize people’s access and mobility so that all Alexandria residents and visitors have access to the commercial and cultural resources of the city using low-carbon modes of transportation, consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, freight vehicles and private motor vehicles.

**Target** By FY2023, reduce total average vehicle miles traveled (VMT) per capita by at least 1 percent per year

### Short Term Actions

7.1.1 By FY2023, complete all engineering and education actions outlined in the 2017 Vision Zero Action Plan. These actions contribute to increase in safety and thus have an important potential to increase the number of pedestrian bicyclist and user of public transit using Alexandria’s streets.

*Cost Estimate:* \$1,000,000-\$5,000,000

7.1.2 By FY2023, add 2 miles of bicycle facilities per year. These facilities, which can include shared, separated, protected lanes, and trails, will prioritize connectivity with existing bike infrastructure and development of a city-wide network of bike-safe routes.

*Cost Estimate:* \$500,000 - \$1,000,000

7.1.3 By FY2023, develop a checklist for transportation staff working with development review to be used in both the residential and commercial review process to incentivize less carbon intensive modes of transportation and mobility options.

*Cost Estimate:* \$100,000 - \$200,000

7.1.4 By FY2023, adopt permanent regulations for shared mobility devices such as dockless bikes & electric scooters and other personal mobility devices.

*Cost Estimate:* \$100,000



7.1.5 By FY2023 determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share.

*Cost Estimate:* \$200,000 - \$400,000

#### Mid- Term Actions

7.1.6 By FY2024, develop a plan to acquire zero emissions buses on rapid transit routes and conversion of DASH fleet to zero emissions.

*Cost Estimate:* \$100,000-\$300,000

7.1.7 By FY2028, complete the bicycle and pedestrian projects prioritized in the pedestrian & bicycle Chapters of the Alexandria Mobility Plan (formerly known as Transportation Master Plan)

*Cost Estimate:* \$5,000,000 - \$10,000,000

7.1.8 By FY2025, implement the 2017 walk audit recommendations for all schools

*Cost Estimate:* \$2,000,000 – \$5,000,000

#### Legislative Priorities

Encourage statewide legislative efforts to implement stricter traffic safety laws as mandated by the 2017 Vision Zero Action Plan. Alexandria should continue to lobby the state to allocate road funding to local jurisdictions based not on car driving lanes but inclusively to adequately fund infrastructure for bicycles, pedestrians, and other low-carbon mobility options.

#### Justification

By incentivizing and regulating mobility options, short automobile trips can be replaced with other less carbon-intensive modes of transportation while maintaining safety and providing mobility and access. Furthermore, by increasing safety, on City streets, the share of walking and bicycling trips can increase moderately. As vehicle miles traveled is a major component of greenhouse gas, a reduction in automobile use will help achieve the City's overarching greenhouse gas reduction target.

#### Accountable Parties

Transportation and Environmental Services

## 7.2 Reduce Automobile Dependency

**Goal** Reduce automobile dependency and inform individuals and employers on mobility options other than single-occupancy driving.

**Target** By FY2023, increase the share of all trips taken by public transit, walking and biking by at least 15 percent based taking the 2018 Mobility Survey as a baseline.

#### Short Term Actions

- 7.2.1 By FY2023, develop a stand-alone Transportation Demand Management (TDM) Chapter in the Alexandria Mobility Plan (formerly the Transportation Master Plan) to promote low-carbon modes.

*Cost Estimate:* \$50,000-\$100,000

#### Medium Term Actions

- 7.2.2 By FY2028, encourage people who work in Alexandria to use sustainable mobility options by developing policies that discourage employee parking (e.g., eliminating monthly parking subsidies, prohibiting retail employees to park long term at parking meters and provide cash incentives in lieu of providing employees free parking).

*Cost Estimate:* \$1 – 5 million

#### Legislative Priorities

Lobby the state to both raise the gasoline tax and to allow local jurisdictions more flexibility in raising gasoline taxes and car property taxes to be assessed with an efficiency bonus/penalty and not just on the value of the vehicle.

#### Justification

At the National level, approximately 25 percent of combustion-related GHG comes from the transportation sector. In the region this share can reach 40 percent. It is important to reduce automobile dependency in order to reduce GHGs that contribute to global warming and criteria pollutants that have been linked to negative health outcomes.

#### Accountable Parties

Transportation and Environmental Services

## 7.3 Improve, Expand and Integrate Public Transit Systems

**Goal** Improve and expand Alexandria's public transit system so that passenger rail and bus systems are safe, reliable, accessible, convenient, attractive, efficient, and equitable.

**Target** By FY2030, double the miles of dedicated bus infrastructure to at least 1.5 miles.

#### Short Term Actions

- 7.3.1 By FY2023, Continue the development and deployment of transit information technologies in coordination with other regional service providers.

*Cost Estimate:* \$1,000,000 - \$5,000,000

- 7.3.2 By FY2023, finalize construction of the Potomac Yard Metrorail station.

*Cost Estimate:* \$370 million (2018)

#### Mid Term Actions

- 7.3.3 By FY2028, expand Bus Rapid Transit by starting Phase 1 construction on the West End Transitway, finish environmental work and secure funding for the Duke Street Transitway.

*Cost Estimate:* \$75,000,000 - \$150,000,000

#### Long Term Actions

- 7.3.4 By 2040, put into operation the three (3) rapid transit routes as expressed by the 2008 Transportation Master Plan. Work with regional providers to ensure these routes are physically integrated and fare integrated with all modes of transportation.

*Cost Estimate:* More than \$100,000,000 - \$300,000,000

# City of Alexandria, Virginia

## MEMORANDUM

DATE: APRIL 17, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM #8 – I-395/95 COMMUTER CHOICE GRANT PROGRAM  
FUNDING REQUEST

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**ISSUE:** Consideration of the I-395/95 Commuter Choice Grant Program project funding requests.

**RECOMMENDATION:** That the ATC Board of Directors adopts the attached resolution in support of the I-395/95 Commuter Choice Grant funding requests and recommends City Council consideration and approval at the April 23, 2019 legislative session.

**BACKGROUND:** As part of the December 2017 agreement for the 37-mile High Occupancy Toll (HOT) lanes on I-395/95 from Spotsylvania to the Washington, D.C. line, the toll operator (Transurban) is required to provide grant funding for the I-395/95 Commuter Choice Program. The program is intended to support projects that maximize person throughput in the corridor and implement multimodal improvements. Tolls provide the revenue necessary to fund new projects which must benefit toll payers by improving mobility, supporting new, diverse travel choices and enhancing transportation safety and reliability.

The Northern Virginia Transportation Commission (NVTC), OmniRide/PRTC (Potomac/Rappahannock Transportation Commission), the Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT) and the Commonwealth of Virginia signed a Memorandum of Agreement (MOA) that will provide a minimum of \$15 million annually to fund transit-related improvements in the I-395/95 corridor as early as 2019 and for 70 years thereafter. The funding includes a 2.5% annual escalation. A second MOA, approved by the two transportation commissions in January, will guide NVTC's administration of the I-395/95 Commuter Choice program.

All jurisdictions and transit agencies within these two transportation commissions are eligible to apply (including DASH and the City of Alexandria). Eligible projects include new and enhanced bus service, roadway improvements, transportation demand management and carpooling among others. Projects will be rated on a scale that includes technical merit (55 points), cost

effectiveness (15 points), applicant preference (10 points) and whether they can be ready on “toll day one” (20 points). Tolling is expected to commence on or around October 30, 2019.

Applications are due May 15, 2019. After the application is submitted, NVTC and PRTC will evaluate projects and provide recommendations to the Commonwealth Transportation Board (CTB). A public comment period will occur in July and August, with the final proposed program adopted in September or October 2019.

**DISCUSSION:** After consideration of the eligible project types and project scoring, City staff recommend working jointly with DASH to request funding for two projects to enhance DASH bus service through the I-395/95 Commuter Choice Grant Program.

The proposed top priority project would provide weekday peak and off peak, Saturday, and Sunday service enhancements for the AT1. This project is recommended as the top priority because it would build ridership along the planned West End Transitway corridor, serve as a potential future source of operations funding for the transitway, and may align with the Alexandria Transit Vision plan. The second project proposes weekday peak and off peak, Saturday, and Sunday service enhancements for the AT9. The AT9 provides service to key destinations along the I-395 corridor including the Mark Center and the future Potomac Yard Metro Station. This project would also be a stepping stone towards the future transit vision plan.

More detailed descriptions of the two projects and related funding requests are provided below:

### **Project Priority 1: AT1 Service Improvements (“The AT1 Plus”)**

City and DASH staff recommend applying for funding to significantly increase peak and off-peak service levels on the existing AT1 (Attachment 1) to build transit ridership along the I-395 corridor between Van Dorn Metrorail Station and Seminary Road in anticipation of the planned West End Transitway. The proposed service improvements would allow the AT1 to operate every 10 minutes during weekday peak periods, and every 20 minutes during mid-days and evenings. Weekend enhancements would allow the AT1 to run every 30 minutes from 8:00 AM to 11:00 PM on both Saturdays and Sundays.

This proposal is consistent with the anticipated recommendations of the ongoing Alexandria Transit Vision Plan, which encourages increased bus frequencies in high-density transit corridors, and the provision of consistent all-day service on both weekdays and weekends to allow passengers to establish a transit-centric lifestyle.

The AT1 currently averages nearly 1,600 boardings per weekday, which represents a growth of 11 percent over the last four years. On Saturdays and Sundays, the route averages roughly 900 boardings and 500 boardings, respectively. With the proposed “AT1 Plus” service enhancements, staff anticipates that average weekday ridership could increase by 45 percent to 2,380 boardings, while the average ridership on Saturdays and Sundays could increase by as much as 110 boardings (12 percent) and 250 boardings (50 percent), respectively.

These improvements will be specially-branded as the “AT1 Plus” (or something similar) for marketing purposes. The project also includes funding for 12 additional solar-powered real-time info displays to let customers know when the bus will arrive, and additional fareboxes and onboard equipment. The proposed funding request for this project totals \$1,806,000 annually or \$2,824,000 over the first 20-month award period (October 2019-June 2021). A breakdown of costs is provided below.

**Annual Operating Costs for “AT-1 Plus” Service**

Weekday Peak.....	\$686,000
Weekday Off-Peak.....	\$568,000
Saturday.....	\$33,000
Sunday.....	\$115,000
Marketing (advertisements and bus wraps).....	\$50,000
Planning/Marketing Labor.....	\$40,000

**Capital Costs for “AT-1 Plus” Service**

Real-Time Transit Displays (12 units @ \$5K ea.).....	\$60,000
Fareboxes/ITS Equipment (4 units @ 40K ea.).....	\$160,000
Bus Repairs and Maintenance.....	\$160,000
Onboard Farebox/ITS Equipment (4 units @ \$30,000 ea.)...	\$120,000

**Contingency** ..... \$150,000

**TOTAL (ANNUAL)**.....**\$2,022,000**

**TOTAL (20-MONTH FUNDING PERIOD)**.....**\$3,040,000**

**Project Priority 2: AT9 Service Enhancements**

City and DASH staff also recommend applying for funding to increase service levels on the AT9, which serves the Mark Center, Southern Towers, Shirlington, Parkfairfax, Arlandria and the future Potomac Yard Metro Station (Attachment 2). The proposal includes increasing weekday service to run every 20 minutes during peak periods, and every 30 minutes during mid-days and evenings. Saturday AT9 service would run every 30 minutes instead of hourly, and AT9 service would be introduced on Sunday, which is currently the only day it does not run. With these proposed improvements, the AT9 would run until 11:00 PM seven days per week.

If implemented, these improvements would bolster transit ridership to/from the Mark Center, Southern Towers, and Shirlington, and provide a first step to implementing some of the major service concepts identified in the transit vision plan. If implemented, these enhancements could also strengthen the connection from Parkfairfax and the West Glebe Corridor to Potomac Yard, where customers may transfer to the Metroway or the future Potomac Yard Metrorail Station.

The AT9 currently averages over 500 boardings per weekday, which is a 33 percent increase from four years ago. On Saturdays, the route averages roughly 200 boardings, which is a 49 percent increase from four years ago. With the proposed service enhancements, staff anticipates that average weekday AT9 ridership could increase by approximately 60 percent to 800



boardings, while the average ridership on Saturdays could increase by as much as 140 boardings (70 percent). The new AT9 Sunday service is projected to have about 430 average daily boardings once the service gains a foothold in the corridor.

In addition to the operating costs of these service enhancements, this project also includes funding for eight (8) additional solar-powered real-time info displays to let customers know when buses will arrive. The proposed funding request for this project totals \$1,156,000 annually or \$1,841,000 over the first 20-month award period (October 2019-June 2021). A breakdown of costs is provided below.

#### **Annual Operating Costs for AT-9 Enhancements**

Weekday Peak.....	\$279,000
Weekday Off-Peak.....	\$300,000
Saturday.....	\$113,000
Sunday.....	\$253,000
Planning/Marketing Labor.....	\$25,000

#### **Capital Costs for AT-9 Enhancements**

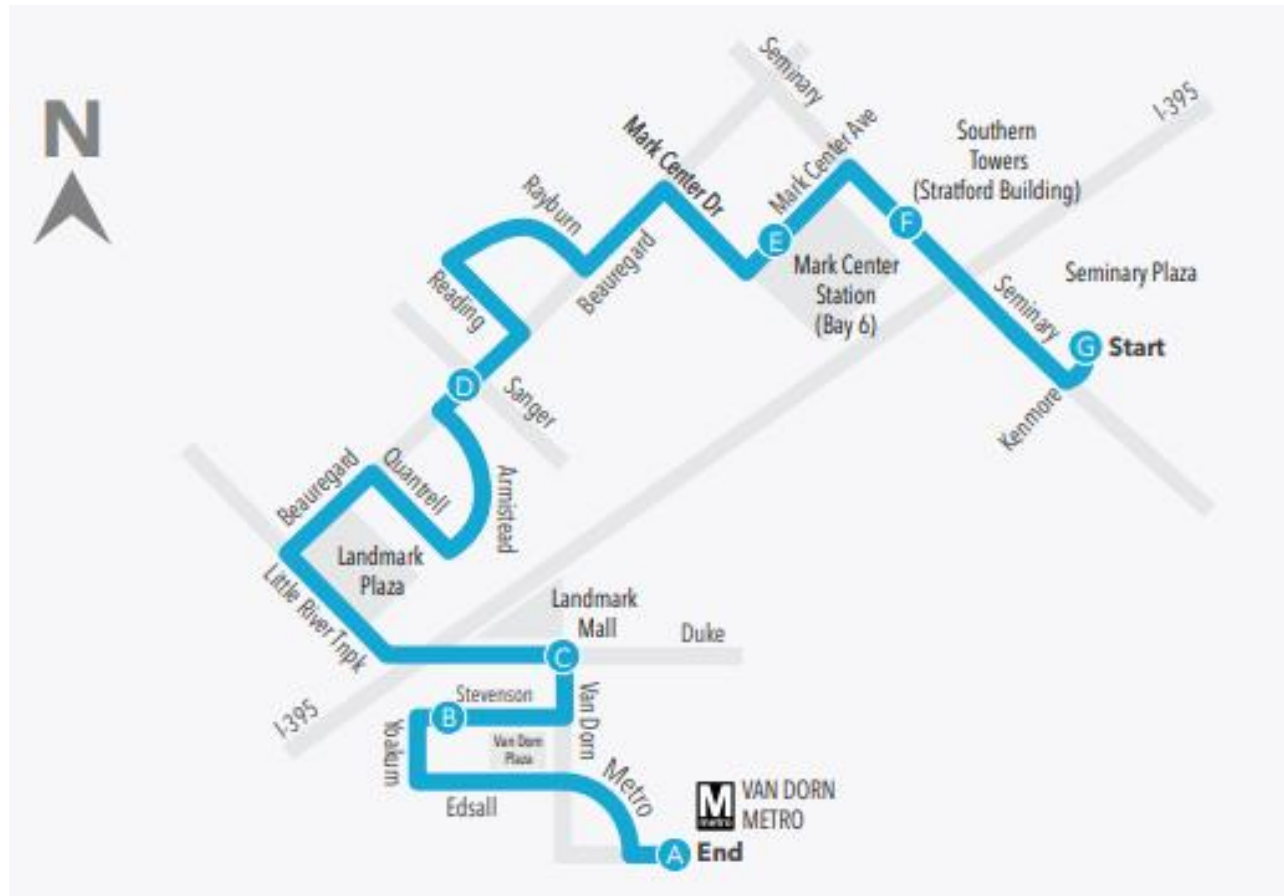
Real-Time Transit Displays (12 units @ \$5K ea.).....	\$40,000
Fareboxes/ITS Equipment (2 units @ 40K ea.).....	\$80,000
Bus Repairs and Maintenance.....	\$80,000
Onboard Farebox/ITS Equipment (2 units @ \$30K ea.).....	\$60,000

**Contingency**.....\$94,000

**TOTAL (ANNUAL)**.....**\$1,264,000**

**TOTAL (20-MONTH FUNDING PERIOD)**.....**\$1,949,000**

**Attachment 1**  
**AT-1 Route Map**



## Attachment 2

### AT9 Route Map



# City of Alexandria, Virginia

## MEMORANDUM

DATE: APRIL 17, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION PLANNING

SUBJECT: AGENDA ITEM 9 – FY2020-2025 SIX YEAR IMPROVEMENT PROGRAM – LETTER OF PROJECT SUPPORT TO THE COMMONWEALTH TRANSPORTATION BOARD

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**ISSUE:** The Commonwealth is inviting the public to share feedback on transportation projects that have been scored and recommended for funding in the DRAFT FY 2020-2025 Six Year Improvement Program is now open.

**RECOMMENDATION:** That the Transportation Commission sign a letter of endorsement for the City of Alexandria and DASH projects included in the Draft FY 2020-2025 Six Year Improvement Program.

**BACKGROUND:**

At its May, 2018 meeting, the Transportation Commission endorsed the application from the City and DASH to the Commonwealth's SMART SCALE program as consistent with and supportive of the vision within the City's Transportation Master Plan.

These projects include:

- **West End Transitway** – This project provides reliable, frequent Bus Rapid Transit (BRT) service along the Van Dorn, Beauregard, and I-395 Corridors, connecting major activity centers within the region.
- **Improvements to the Landmark Transit Hub** – This project will improve pedestrian and bicycle access to a future transit hub and major mixed use activity center
- **Safety and capacity enhancements at Duke Street / West Taylor Run Parkway / Telegraph Road** – This project will improve pedestrian, bicycle, transit and vehicular safety at a major congested intersection that provides access to the regional roadway network.
- **Citywide Transit Signal Priority** – This project will construct Transit Signal Priority (TSP) at 56 intersections throughout the City and will improve the speed, efficiency and reliability of transit service.